



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

1200 New Jersey Avenue, SE  
Washington, DC 20590

Los Angeles County Historic Landmarks and  
Records Commission  
Louis Skelton, Chairman  
500 West Temple Street  
Los Angeles, CA 90012

**Subject: Link Union Station  
Initiation of Section Consultation with Native American Tribes**

Dear Mr. Skelton:

The Federal Railroad Administration (FRA) and Los Angeles County Metropolitan Transportation Authority (Metro) are proposing the Link Union Station Project (Link US, Project) to transform Los Angeles Union Station (LAUS) from a “stub-end tracks station” into a “run-through tracks station,” while increasing operational capacity to meet the demands of the broader rail system. FRA is serving as the lead federal agency for the Project under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (Section 106), and Metro is the lead state agency under the California Environmental Quality Act (CEQA). Pursuant to NEPA and CEQA, respectively, FRA and Metro will be preparing an Environmental Impact Statement (EIS) and Environmental Impact Report (EIR) for the Link US Project.

**Project Location:** The proposed Project is located at LAUS, 800 North Alameda Street, City of Los Angeles, California 90012. LAUS is generally bounded by U.S. 101 to the south, Alameda Street to the west, Cesar E. Chavez Avenue to the north, and Vignes Street to the east. The Project extends north, south, and east of LAUS to encompass various Project elements. Figure 1 depicts the regional location and general vicinity of the Project. Figure 2 depicts the Project Study Area which encompasses the anticipated extent of environmental study associated with the major Project components currently under consideration.

**Project Background:** Link US is very similar to a project that was considered in 2004, known as the Los Angeles Union Station Run-Through Tracks Project (Run-Through Tracks Project). That project, as originally described in the previous 2005 NEPA EIS/CEQA EIR, is no longer being pursued by FRA, and Metro will replace the California Department of Transportation (Caltrans) as the CEQA Lead Agency. Substantial revisions since 2005 to the concept, design,

and function of the Run-Through Tracks Project have prompted the need for FRA and Metro to treat Link US as a new Project. FRA is authorized to provide, subject to appropriations, funding for intercity passenger and rail capital investments and to provide loans and other financial support for railroad investment. Currently, the Link US Project has not received financial assistance from FRA. However, the relevance of the Project to other intercity passenger rail services and to California High-Speed Rail (HSR) may mean that the Project is eligible for future funding or financing from FRA.

The EIS/EIR will consider the No Action/No Build Alternative and potentially up to four (4) Build Alternatives for Link US. California HSR is considered a related project to Link US. The Link US EIS/EIR will evaluate the physical improvements to accommodate potential HSR service at LAUS within the limits of the Project.

Major components of the Link US Project are described below and depicted in Figure 3):

- ***Throat and Elevated Rail Yard*** – The Project would include new track and subgrade improvements to increase the elevation of the tracks leading to LAUS known as the “throat” and an elevated rail yard that would include longer, elevated passenger platforms and canopies.
- ***New Passenger Concourse*** – The Project would include the Link US-related portion of the new passenger concourse, up to 600,000 square feet (passenger circulation and waiting areas, passenger support functions and amenities, and building functional support areas) including up to 100,000 square feet of transit serving amenities to meet the demands of a multi-modal transit station. The Link US-related portion of the new passenger concourse would enhance Americans with Disabilities Act (ADA) accessibility at LAUS and include new vertical circulation elements (stairs, escalators, and elevators) for passengers between the elevated platforms and the new passenger concourse under the rail yard.
- ***Run-Through Tracks*** – The Project would include up to 10 run-through tracks with a new viaduct or viaducts over U.S. 101 that extend run-through tracks for regional/intercity rail (Metrolink/Amtrak) and HSR south along the west bank of the Los Angeles River, and a separate overhead viaduct for a loop track(s) turning north to the existing Keller Yard.

The Project also requires: modifications to existing bridges at city streets to accommodate new elevated tracks; modifications to U.S. 101 and local streets to accommodate the run-through tracks overhead viaducts; railroad signal, positive train control (PTC), and communications-related improvements; modifications to the Gold Line light rail platforms and tracks; modifications to the Southern California Regional Rail Authority (SCRRA) West Bank mainline tracks; modifications to the existing Keller Yard and BNSF Railway West Bank Yard;

modifications to the Amtrak lead track; new access roadways to the railroad right-of-way; additional ROW; and utility relocations, replacements, and abandonments.

Because of the possibility of future FRA funding, FRA is initiating the Section 106 process for the Project to consider potential impacts on historic properties and cultural resources. Please note that as the CEQA Lead Agency, Metro is responsible for conducting Assembly Bill 52 (AB 52) tribal consultation. Metro and FRA intend to coordinate the Section 106 and AB 52 consultation processes with your organization.

By way of this letter and in accordance with the Section 106 implementing regulations at 36 CFR 800.2(c), FRA invites you to be a Section 106 consulting party to assist in the identification of properties having religious or cultural significance to your tribe that may be affected by the Project, if such properties exist. If the Project may have an effect on properties known to you, FRA would like to consult with you on possible ways to avoid, minimize, or mitigate any potential adverse effects.

FRA and Metro will be contacting you in the near future to invite you to attend a Tribal Information Meeting to provide information about the Project including status and schedule, as it relates to the cultural resources investigations for the Project. The Tribal Information Meeting is not a public meeting; this meeting is intended to be an opportunity for tribal representatives to meet face-to-face with FRA and Metro's cultural resources and environmental planning teams, to ask questions about the Project, and to provide direct input regarding any concerns the tribes may have about potential effects of the Project to tribal cultural resources. Both federally recognized and non-federally recognized Native American Tribes who have cultural affiliation within the Project area are invited to attend the meeting. The meeting is intended to provide awareness and establish the protocol for future consultation and collaboration on the Project.

Prior to the Tribal Information Meeting and within 30 days of receiving this letter, please inform FRA and Metro of any concerns or comments that you may have related to the Project. If we have not received a response from you within 30 days of receipt of this letter, FRA will attempt to contact you by telephone. If you do not wish to participate in consultation for this project, please inform us at your earliest convenience and within the 30-day period.

**LEAD AGENCY POINT OF CONTACT**

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If your organization would like to consult regarding this Project, please provide the name and contact information for the tribe's representative for the purposes of Section 106 Consultation. We value your assistance and look forward to consulting further if there are historic properties of religious and cultural significance to your tribe that may be affected by the Project. If you have questions regarding this consultation effort, please contact Stephanie Perez (see contact information above). Thank you for your attention to this matter.

Very Respectfully,

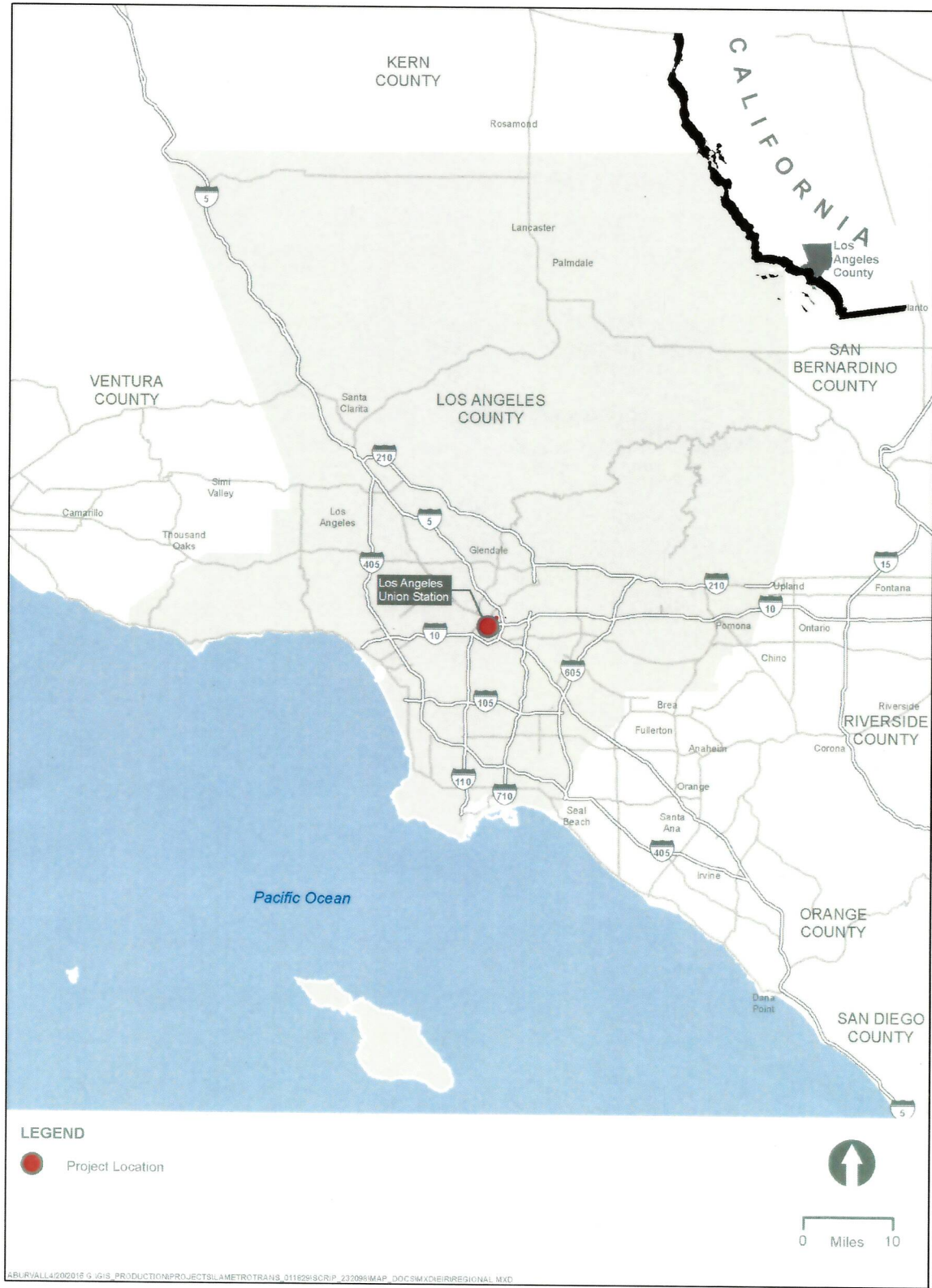


Laura Shick  
Federal Preservation Officer  
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Figures: 1. Project Location and Regional Vicinity Map  
2. Link Union Station – Project Study Area Map  
3. Link Union Station – Major Project Components

cc: Stephanie Perez, FRA  
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Jeanet Owens, Metro  
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Tom Kim, HDR  
Patrick O'Neill, HDR  
Nina Delu, HDR

Figure 1. Project Location and Regional Vicinity





### Figure 2. Link Union Station – Project Study Area

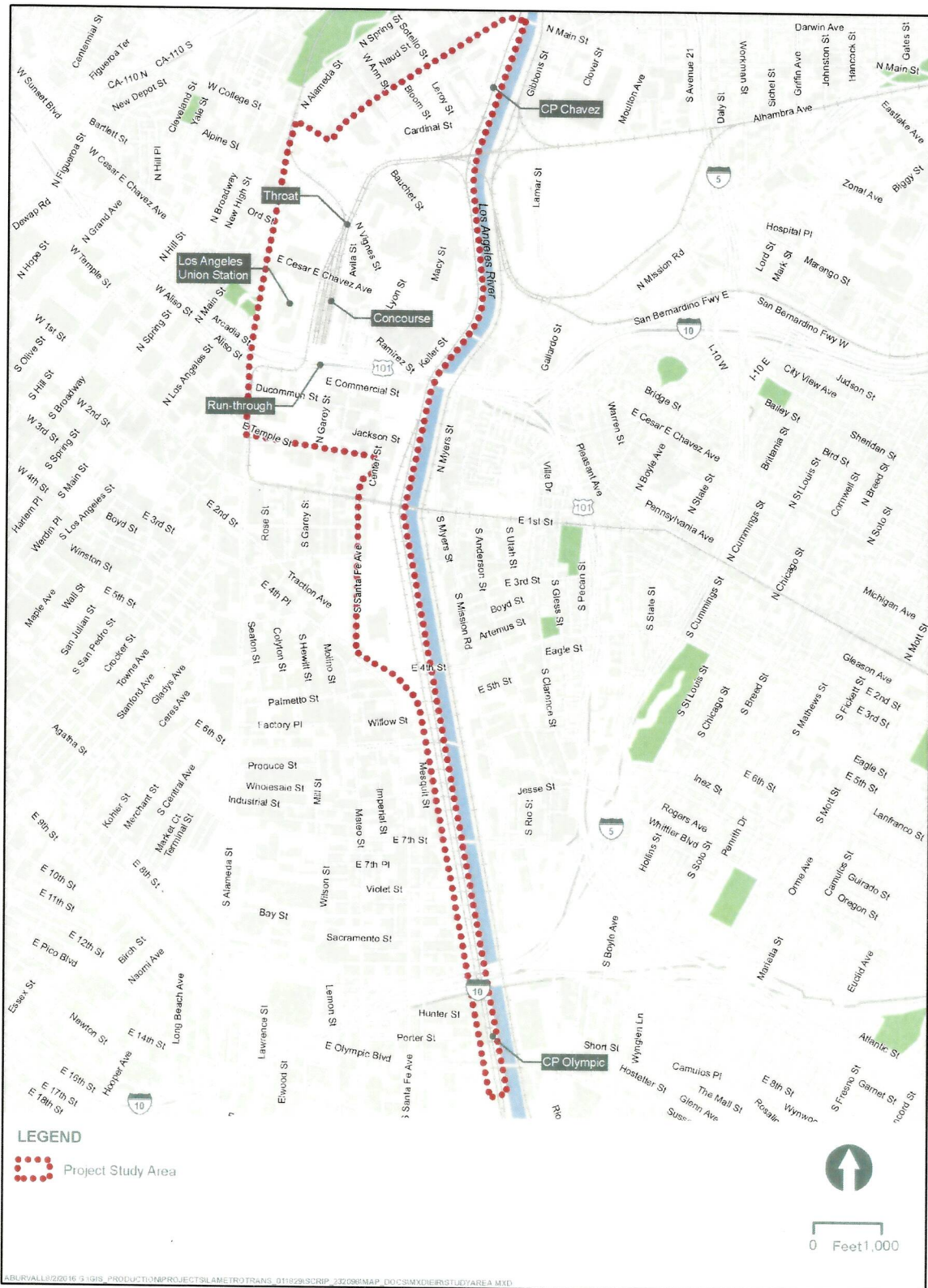




Figure 3. Link Union Station – Major Project Components

